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South Sea Outriggers Besiege an American Schooner—A ship from the United States drops anchor off Tikopia, near the New Hebrides, and the natives shove off in their canoes to trade local mats and fans of palm leaves for steel knives and fishhooks. These islanders transact business with white men in pidgin English (Bulletin No. 2), the centuries-old language of Pacific commerce.

IRVING JOHNSON

UMI

Karens, Shans, Kachins, Chins, and others were persuaded to join with the Burmans to form the Burmese republic. All is still not harmony between the northern hillmen and the delta-dwelling rice farmers.

Texas-sized Burma holds some 18,000,000 people—more than twice as many as the Lone Star State. Bordering the Bay of Bengal, it lies wedged by high mountains between India, Pakistan, and Tibet on the northwest and China, Indochina, and Thailand on the east and south.

Between its mountain ranges great rivers flow south to the Andaman Sea. The Irrawaddy, navigable by river steamers 900 miles northward past Mandalay to Bhamo, and its tributary, the Chindwin, navigable another 400 miles, form Burma's ancient and still most reliable highway.

Rice to Export—The Irrawaddy Delta alone provides 1,700 miles of navigable water. There some 20,000 square miles, three times the area of New Jersey, are normally devoted to rice. Production, though rising, remains below pre-World War II levels, when Burma's annual rice crop exceeded 7,000,000 tons. Half was exported, chiefly to India, whose much larger crop was insufficient for its vast population. Other Burmese crops are peas, beans, sesame, cotton, millet, tobacco, and wheat.

Forests cover three fifths of Burma. Teak and pyengadu are important hardwoods. Several thousand elephants and buffaloes serve men in extracting 250 kinds of timber from the forests.

Burma produced 1,000,000 tons of crude oil a year in the late 1930's from fields beside the Irrawaddy, 350 miles north of Rangoon. Oil installations and refineries were destroyed as the Japanese approached in 1942. The industry has been slow to recover, but two new refineries have recently started operating.

One of the world's largest lead and silver mines lies at Bawdwin, west of Lashio, western terminus of the Burma Road over which wartime supplies passed to China. Mogok, a few miles farther west, is Burma's prolific source of rubies and sapphires. Jade and amber come from far northern Burma. Rich tin and tungsten (wolfram) mines in the Karenni States remain in insurgent hands.

From 1948 to 1952, Burma was governed by a provisional parliament. An election then returned most members of the provisional body to office. The new parliament chose Sir Ba U as the Union's president.

A deep-rooted fear of neighboring China stems from past invasions. It largely explains Burmese resentment against the current presence of Chinese Nationalist troops on Burmese soil. Burma wants no Chinese invaders of any description.

References—Burma is shown on the National Geographic Society's maps of Asia and Adjacent Areas, The Far East, India and Burma, and Southeast Asia. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

For further information, see "Operation Eclipse: 1948," in *The National Geographic Magazine*, March, 1949; "Stilwell Road—Land Route to China," June, 1945; "Burma: Where India and China Meet," October, 1943; "Burma Road, Back Door to China," November, 1940; "Five Thousand Temples of Pagân," October, 1931; and "Working Teak in the Burma Forests," August, 1930. *(Issues of The Magazine 12 months old or less are available to schools and libraries at a specially discounted price of 50¢ a copy. Earlier issues sell for 65¢ a copy through 1946; $1.00, 1930-1945; $2.00, 1912-1929. Write for prices of issues prior to 1912.)*

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UMI

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Stone "Lions" Guard a Temple on the Road to Mandalay—At the feet of these ancient gatemen, oxen look like toys. Pagān's most noted temple, the Ananda Pagoda, rears gleaming towers skyward some 90 miles downriver from Mandalay, Burma's second city and one-time capital. Pagān, another of Burma's ex-capitals, lost power and prestige with a Chinese invasion in 1298.

Bulletin No. 1, February 8, 1954

Burma Celebrates "Union Day"

To Americans, February 12 means Lincoln's Birthday (see Bulletin No. 3). To the people of Burma also it is a day of commemoration. Burmese patriots devote the day to the cause of national unity and call it Union of Burma Day.

As dawn comes up, though not like thunder, on Lincoln shrines in Kentucky, Indiana, and Illinois, night will fall in Rangoon on the opposite side of the world. And citizens of Burma's capital and largest city will flock to the holiday premiere of a new patriotic movie.

U Nu, Prime Minister-Playwright—It is the screen version of a play written by U Nu, now Prime Minister of Burma. (U—pronounced "oo"—is a widely used title of respect in Burma. Its literal meaning is "uncle.") The film tells the dramatic story of the counterrevolution attempted in the country following January 4, 1948. On that day Burma became an independent republic. Formerly it had been part of the British Empire since 1826.

The play covers a trying period in which U Nu personally played a strong part in holding the new nation together. It exposes communist and insurgent efforts to undermine the fragile union created when

at dawn, where is the sun when I get to Rabaul?" In pidgin this comes out: "Spose me loose-im place 'ere 'long too-light, bimeby sun ee stop where, now we come up 'long Rabaul?"

Counting coincides with the English style except "fella" or "pella" is added. "One, two, three" is spoken as "one-fella, two-fella, three-fella." Eleven is "one-fella ten one." Twenty is "ten-fella ten."

During World War II thousands of G.I.'s became fluent in pidgin. Vocabularies were published in every Pacific area, and the armed forces frequently conducted classes in the crude, often funny, tongue. Despite attempts of some Pacific communities to ban its use, pidgin English now ranks as the common language, or lingua franca, of the South Seas.

Other lingua francas in active use in the Pacific are bêche-de-mer and Chinook. The original lingua franca developed long ago in Mediterranean ports to give merchants of varying nationalities a common tongue in which to conduct business.

References—Areas where pidgin English is spoken may be located on the Society's map of the Pacific Ocean.

For additional information, see "Hong Kong Hangs On," in *The National Geographic Magazine*, February, 1954; "Grass-skirted Yap," December, 1952; "*Yankee* Roams the Orient," March, 1951; "The *Yankee*'s Wander-world," January, 1949; "Pacific Wards of Uncle Sam," July, 1948; and numerous other articles listed under "Pacific Islands" in the *Cumulative Index to the National Geographic Magazine*.

They No Spik Englis But Their Pidgin Helps—Dark-skinned Melanesians of New Guinea pound the pith of the sago palm to extract starch, Melanesian staff of life. Large quantities are shipped abroad. It is also widely used in puddings and for thickening soups and sauces. These islanders speak a dialect of pidgin English when dealing with traders who ship sago from native jungle to American and European markets.

FRANK HURLEY

Bulletin No. 2, February 8, 1954

Pidgin English Grows as Pacific "Talk-Talk"

"Me tire too-much. Bel belong-me plenty walk-about. Me like kigh-kigh."

To some 30,000,000 of the earth's people, this seeming gibberish makes sense. It means: "I'm tired and hungry; let's eat."

Not the humorous double talk it sounds like, this language is pidgin English, an invaluable communication aid that has served as a common tongue between East and West for over 400 years.

Arose in China Trade—White traders developed the speech to enable them to deal with merchants of the China coast. When Chinese tried to pronounce "business," a word often used by the traders, the closest they could come was "pidgin." So pidgin English the language became. Many words and much of the structure were borrowed from English.

Today pidgin talk-talk is regarded as a language in its own right, not merely corrupt English. From its beginnings in Chinese ports, the odd jargon spread until now various versions are spoken throughout the multi-tongued western and southern islands of the Pacific. Widely used is the Melanesian dialect. To natives of New Guinea, the Solomons, the New Hebrides, and New Caledonia, it approaches the status of mother tongue (illustration, cover).

Australian aborigines speak a pidgin dialect. Tonkinese, Malayans, Polynesians, Micronesians, and coastal Chinese are fluent in it. Even on Africa's far-removed west coast, some tribes use a modified pidgin.

A conglomeration of English, French, German, Portuguese, Spanish, and Malayan words, pidgin English has its own grammar, vocabulary, and special way of saying things. Its rules are firmly fixed.

Modeled after English—Parts of speech are similar to English, but forms are different. Nouns, for example, have no plural. "One man, two men, many men" becomes "one-fella man, two-fella man, plenty-fella man" in pidgin.

Pidgin verbs have no tense, person, or number. "Me come" may mean either "I come," "I am coming," "I do come," "I came," or "I will come." In the special "objective" form, not found in English, "im" or "em" must be added to a verb whenever there is a direct object. "Me look-im dis-fella man" means "I see this man." "Call-im name belong you?" is the manner of inquiring one's name.

Since pidgin vocabularies contain only a few hundred words, a single word may do the work of six. "Grass," for instance, may mean grass, beard, feathers, fur, or hair. All native women are "marys"; all employed native men are "boys."

There are but two prepositions in pidgin. "Belong" means of and for. "'Long" serves as from, with, to, at, by, near, and away. Conjunctions are rare. Sentences are usually made as simple as possible.

One-fella, Two-fella, Three-fella—All time and distances are given in terms of the sun's position. To ask a native "How far is it to Rabaul?" for instance, the questioner must say the equivalent of: "If I leave here

the rain in Springfield, Illinois, and bade his neighbors good-by upon leaving for the White House.

Lincoln's early travels and career, emphasized in many recent accounts, have helped dispel the myth that the Great Emancipator, before he became President, was a backwoods recluse and a prairie failure.

Began in Log Cabin—The sixteenth President's life began, humbly enough, in a one-room log cabin near Hodgenville, Kentucky, 145 years ago this Friday. Until he was twenty-eight he lived in nothing but log houses. The first one he remembered was at Knob Creek, Kentucky, ten miles northeast of his birthplace, where his family moved when he was still an infant.

Two miles down the valley, Lincoln's education got its start in a "blab school" where pupils repeated their lessons aloud until called forward to recite. Later Lincoln wrote that "the aggregate of all his schooling did not amount to one year."

Abe's father moved his family to southern Indiana in 1816. Fourteen years in the Hoosier State seasoned the boy into a man. Then the future President pushed west again and settled down in New Salem, Illinois, at the age of twenty-two. With two flatboat trips to New Orleans and residence in three differing states behind him, Lincoln was relatively a man of the world in the frontier log-cabin village.

In 1832 Abe's neighbors elected him captain of New Salem's company of volunteers organized to fight the Indian Chief Black Hawk. He traveled over northern Illinois and southern Wisconsin during the campaign. Later he went to Vandalia, then the State capital, as representative of his district for four successive terms. He headed the successful campaign to move the capital to Springfield, then moved there himself.

"Rode the Circuit" for Years—As a rising young prairie lawyer, Lincoln married the aristocratic Mary Todd. They bought one of Springfield's substantial homes, and three of their four sons were born in it. For years the father "rode the circuit," traveling from courthouse to courthouse in central Illinois. In 1844 he campaigned for Henry Clay for President, revisiting the scenes of his earlier years in Indiana.

After a term in the United States House of Representatives, Lincoln "retired" to his law practice. Events leading to the Civil War aroused him, and his debates with Stephen A. Douglas in 1858 gave him the national prominence that helped elect him President two years later.

Lincoln's years as President—his leadership and humanity during the Civil War and his tragic assassination—are well known. However, a fuller appreciation of the Great Emancipator is acquired after a study of his formative years, including the events in the distinguished career that led from log cabin to White House. Thousands of pilgrims each year visit the shrines and memorials in Kentucky, Indiana, and Illinois that mark the pioneer trail followed by Honest Abe.

References—Regions of the United States closely associated with Abraham Lincoln may be located on the Society's maps of the Southeastern United States and the North Central United States.

See also "Vacation Tour Through Lincoln Land," in *The National Geographic Magazine*, February, 1952; "Kentucky, Boone's Great Meadow," July 1942; "Indiana Journey," September, 1936; and "Illinois—Healthy Heart of the Nation," December, 1953.

UMI

WILLARD R. CULVER

Lincoln Shares with Washington a Corner of the U. S. Capitol Rotunda—Senator Francis Case of South Dakota shows visitors the massive head of Honest Abe carved by Gutzon Borglum. Above, in John Trumbull's painting, George Washington (near flag) accepts Lord Cornwallis's surrender at Yorktown.

Bulletin No. 3, February 8, 1954

Lincoln Had Active Pre-White House Career

In miles traveled, friends made, and public offices held, Abraham Lincoln had lived a full personal life and had forged a successful career in law and politics even before the fateful hour in 1861 when he stood in

birds. They point out that the birds themselves do not strive for marks.

They fly high only to clear obstacles, rise above storms, or find tastier insects. The record-holding geese probably could have gone higher.

There is another reason why birds' altitude records mean little. A robin summering in Denver, Colorado, (a mile above sea level), has a good start skyward over a robin nesting in Washington, D.C., (where altitude varies from four to 420 feet), even though neither bird may ever venture more than a few hundred feet above the ground.

Neither Sir Edmund, who will address members of the National Geographic Society in Washington this Friday, nor Tensing identified the bird they saw during the ascent which finally conquered the highest point on earth. It could have been a lammergeier, a vulture which is found from the Pyrenees to the Himalayas. Its name means "lamb vulture."

Lammergeier Seen at 25,000 Feet—The lammergeier had previously been identified in the Mount Everest area at 24,000 to 25,000 feet. But two types of lowland birds, the godwit and the curlew, have been seen migrating past the flanks of the same great mountain at 20,000 feet.

Another dweller on the heights is the world's largest flying bird, the condor of the Andes in South America. One collided with a plane at about 20,000 feet above sea level. Another was sighted 6,700 feet in the thin air above a 12,958-foot peak.

Cousin of the lammergeier and the vulture (they belong to the family *Accipitridae*), the eagle, another high flyer, is called the "king of birds" because of his regal appearance and his great power of flight. From ancient times the eagle has been a symbol of strength and courage. Majestically held aloft on a spear, it headed the Roman legions. Charlemagne and Napoleon chose it as a symbol of their power. It appeared—double-headed—on the coats of arms of the Russian and Austrian empires. In 1782 the Congress chose the American bald eagle as the emblem of the United States.

Lowland Birds Fly High on Migration—Generally birds of the lowlands fly higher during migrations than at other times. Sandpipers, yellowlegs, and black-bellied plovers have been seen at heights of 10,000 to 12,000 feet when migrating; pelicans, cranes, and ducks at 3,000 to 8,000. Lapwings have been sighted at 6,500 and larks at 6,175 feet above sea level.

Once it was thought that plovers, curlews, and godwits, when migrating, soared as high as 40,000 feet, seeking thin air in which they might reach speeds of better than 200 miles an hour.

References—For additional information, see "Scotland's Golden Eagles at Home," in *The National Geographic Magazine*, February, 1954; "The Bird's Year," June, 1951; "Birds of Timberline and Tundra," September, 1946; "In Quest of the Golden Eagle," May, 1940; "Adventures with Birds of Prey," July, 1937; and many other articles listed under "Birds" in the *Cumulative Index to the National Geographic Magazine.*

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C. ERIC PALMAR

Stern, Unblinking Eagle Eyes Warn off Intruders—In their eyrie high on a cliff in the Scottish Highlands, a pair of golden eagles guards its downy offspring (left). The male, smaller than his mate, makes up in ferocity what he lacks in size. Eagles mate for life and build permanent homes of twigs and brush.

Bulletin No. 4, February 8, 1954

High-Flying Bird Paced Everest Victors

In man's conquest of the world's highest mountain, a bird was a close second.

When Sir Edmund Hillary and Tensing Norkey, the Sherpa guide, were nearing the top of Mount Everest last May, they were astonished to see a bird flying at the 27,000-foot level.

But that particular avian high flyer flew some 2,000 feet short of what is generally regarded as the world altitude record for birds.

Geese Set the Record—Scientists photographing the sun over India once sighted a flock of geese soaring at 29,000 feet, the approximate height of Mount Everest. In migration across the lofty Himalayas, these geese set the record.

Ornithologists for several reasons do not stress altitude records of birds. They point out that the birds themselves do not strive for marks.

For a thousand years its residents have struggled to make the marshy lands habitable (illustration, back cover). The first dikes were built in the tenth century. Windmills were initially used to pump out the water, but later pumps driven by steam or electricity were introduced. They proved more dependable and efficient.

Nothing Produced in 1953—The three inundated provinces—South Holland, Zeeland, and North Brabant—grew over half the country's onions in 1952, one fourth of its sugar beets, linseed, and flax, and between one sixth and one tenth of its wheat, beans, peas, and potatoes.

The soil, nonproductive last year, is fit for only a small barley or hay crop in 1954. Preflood fertility will not be restored for several years. Fortunately, the Netherlands' other eight provinces suffered little. Industry, agriculture, and stock breeding are being carried on as usual.

Today, tourist dollars help the lowlands restore some of the damage. Many visitors are finding new pleasure in renting boats to tour the network of rivers and canals through the land of tulips and cheese, wooden shoes and windmills. Ambitious ones can extend their voyage up the Rhine to Switzerland with its contrasting high mountain scenery.

References—The Netherlands is shown on the Society's map of Western Europe. For further information, see "'Around the World in Eighty Days,'" in *The National Geographic Magazine*, December, 1951; "Mid-Century Holland Builds Her Future," December, 1950; "Mending Dikes in the Netherlands," December, 1946; "Holland Rises from War and Water," February, 1946; and "Behind Netherlands Sea Ramparts," February, 1940.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, February 23, 1953, "Netherlanders Battle Age-Old Foe—the Sea"; "Netherlands Queen Heads Ancient House," April 21, 1952; and "Rotterdam Works Its Way out of War's Ruins," January 21, 1952.

Launches and Liners Link Home and Colonies—Netherlands-owned vessels ply the world's oceans and maintain regular service between the motherland and overseas possessions. Smaller craft in Amsterdam's busy port carry local freight and passengers. A ferry in the foreground unloads at De Ruyter Kade (quay). This free service ties old Amsterdam to its newer, industrial sections across the harbor.

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UMI

Bulletin No. 5, February 8, 1954

Lowlanders Restore Storm-Ravaged Areas

"Rent-a-car" advertisements are common in the United States but in the Netherlands sight-seers often rent boats.

A network of rivers and canals serves as veins and arteries in circulating the flow of traffic and tourists vital to the national life of a country where about half the 10,500,000 inhabitants live below high-tide level. Today, some 1,800 miles of dikes protect the lowlands from normal sea tides and ordinary storms of the North Sea.

Netherlands' "Great Wall of China"—Built of clay and sand, reinforced with willow branches and stones, covered with more clay and earth, and anchored with grass, dikes average 60 feet wide at the base, from 14 to 17 feet in height, and 30 feet wide at the upper rim. A roadway often runs along the top.

The Great Wall of China, often considered one of the greatest defensive structures ever built, measures about 300 miles shorter than the Netherlands' dikes. It stands a few feet higher than the average dike and also has room for a roadway on the crest.

In February, 1953, a savage northwesterly gale of hurricane force struck, flooding parts of the country. Water rose to the highest level in Netherlands history, sweeping as much as twelve feet over the dikes. The death toll reached 1,785. Over 50,000 head of livestock were killed. Almost 50,000 homes were damaged or destroyed. Damage costs totaled $300,000,000.

When the flood subsided, the greater part of four islands remained under water. One had vanished completely. Deep channels piercing the sea wall created inland creeks. Along 700 miles of dikes there were 67 major breaks and countless smaller holes.

Over 400,000 acres—one fifth of all cultivated land—had been ravaged by tons of sand and salt washed over the farmlands, source of nearly ten per cent of the nation's agricultural products.

North Sea Fenced out—Nine months later all breaks in the sea wall had been plugged. Pumping of sea water from the fields was in its final stage. A long-term rehabilitation program to restore farms and homes is under way.

Working almost round the clock, the Dutch succeeded in closing all but four of the breaches by August. Fewer than 40,000 acres remained under water. To close the last four holes, 67 sand dredges, 283 draglines, 133 tugboats, 266 tractors and steam shovels, and 115 locomotives were required. Engineers called into play wartime equipment and experience. Eight 7,000-ton floating caissons which were used in the Normandy landing of World War II were sunk in the openings. The 210-foot concrete floats were bought from the British who had salvaged them after the war and towed them back to England.

Lying along the northwestern boundary of Germany, the Netherlands presents a direct target for the waves of the North Sea. Its 12,505-square-mile area—about one and a half times that of Massachusetts—is more densely populated than any other nation in Europe.

NETHERLANDS INFORMATION SERVICE

Where Forefathers Fished, Families Now Farm: Naarden, Netherlands

Five centuries ago this fortress-like island city within a moat was a Netherlands fishing village on the Zuider Zee. It takes its snowflake shape from its medieval fortifications which occupied the central island. As time went on sand filled up the town's port, and landlocked people turned to farming. Today, the densely populated nation has dammed up the Zuider Zee and is partially filling it with land to add productive acres.